EMERGENCY PROCEDURES

C-182T N655CP

Engine Failure During Takeoff Roll

1. Throttle Control ..... **Idle.**
2. Brakes ..... **Apply.**
3. Wing Flaps ..... Retract.
4. Mixture Control .... Idle Cut-Off.
5. Magnetos Switch ..... Off.
6. Stby Batt Switch ..... Off.
7. Master Switch (Alt & Bat). Off.

Engine Failure Immediately After Takeoff

1. Airspeed.....
75 KIAS (Flaps Up).
70 KIAS (Flaps Down).
2. Mixture Control .... Idle Cut-Off.
3. Fuel shutoff valve ..... Off.
4. Magnetos Switch ..... Off.
5. Wing Flaps ..... As req. (Full Recommended)
6. Stby Batt Switch ..... Off.
7. Master Switch (Alt & Bat). Off.
8. Cabin Door ..... Unlatch.
9. Land ..... Straight Ahead.

Engine Failure During Flight (Restart Procedures)

1. Airspeed..... 75 KIAS
(best glide speed).
2. Fuel Selector Valve ..... Both.
3. Fuel Pump Switch ..... On
4. Mixture ..... Rich
5. Magnetos Switch ..... Both (or Start if propeller is stopped)

Note

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn Magnetos switch to Start, advance throttle slowly from idle, and lean the mixture from full rich, as required to obtain smooth operation.

6. Fuel Pump Switch ..... Off

Note

If the indicated fuel flow (FFLOW GPH) immediately drops to zero, a sign of failure of the engine-driven fuel pump, return the Fuel Pump switch to the On Position.

Emergency Landing Without Engine Power

1. Passenger Seat Back ..... Most Upright Position.
2. Seats and Seat Belts ... Secure
3. Airspeed .....
75 KIAS (Flaps Up).
70 KIAS (Flaps Down).
4. Mixture Control .... Idle Cut-Off.
5. Fuel Selector Valve ..... Off.
6. Magnetos Switch ..... Off.
7. Wing Flaps ..... As req. (Full Recommended)
8. Stby Batt Switch ..... Off.
9. Master Switch (Alt & Bat) .... Off (when landing is assured).
10. Doors ..... Unlatched Prior To Touchdown.
11. Touchdown Slightly Tail Low.
12. Brakes ..... Apply Heavily.

Precautionary Landing With Engine Power

1. Passenger Seats ... Most Upright Position.
2. Seats and Seat Belts ..... Secure.
3. Airspeed ..... 75 KIAS.
4. Wing Flaps ..... 20º.
5. Selected Field ... Fly Over, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
6. Avionics Switch (Bus1 & 2) .. Off.
7. Electrical Equip. Switches .... Off.
8. Wing Flaps Full (on final approach).
9. Airspeed ..... 70 KIAS.
9. Stby Batt Switch ..... Off.
10. Master Switch (Alt and Bat) Off.
11. Doors ..... Unlatch Prior To Touchdown.
12. Touchdown .... Slightly Tail Low.
13. Mixture Control ..... Idle Cut Off.
14. Magnetos Switch ..... Off.
15. Brakes ..... Apply Heavily.

Ditching

1. Radio ..... Transmit Mayday on 121.5, giving location and intentions and Squawk 7700.
2. Heavy Objects (in baggage area) Secure Or Jettison (if possible).
3. Passenger Seat Backs ..... Most Upright Position.
4. Seats and Seat Belts ..... Secure.
5. Wing Flaps ..... 20º to Full.
6. Power ..... Establish 300 Ft/Min descent at 65 KIAS.

Note

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10º of Flaps.

7. Approach
   High winds, Heavy Seas ..... Into the Wind.
   Light winds, Heavy Swells ..... Parallel to Swells.
8. Cabin Doors ..... Unlatch.
9. Touchdown ..... Level Attitude At Established Rate-Of-Descent.
10. Face ..... Cushion at touchdown with folded coat.
11. ELT ..... Activate.
12. Airplane ..... Evacuate through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
13. Life Vests and Raft ..... Inflate When Clear Of Airplane.

Fire During Start On Ground

1. Magnetos Switch..... Start (continue cranking to start engine).
If Engine Starts:
2. Power ..... 1700 RPM for a few minutes.
3. Engine .... Shut Down and inspect for damage.
If Engine Fails To Start:
2. Throttle Control ..... Full Open.
3. Mixture Control .... Idle Cut-Off.
4. Magnetos Switch..... Start (continue cranking).
5. Fuel Selector Valve ..... Push Down and Rotate Off.
6. Fuel Pump Switch ..... Off.
7. Magnetos Switch..... Off.
8. Stby Batt Switch..... Off.
9. Master Switch (Alt & Bat) .. Off.
10. Engine ..... Secure.
11. Parking Brake ..... Release.
12. Fire Extinguisher ..... Obtain.
13. Airplane ..... Evacuate.
14. Fire ..... Extinguish using fire extinguisher, wool blanket, or dirt.
15. Fire Damage ..... Inspect…

Engine Fire in Flight

1. Mixture Control .... Idle Cut-Off.
2. Fuel Selector Valve ..... Push Down and Rotate to Off.
3. Fuel Pump Switch ..... Off.
4. Stby Batt Switch ..... Off.
5. Master Switch (Alt & Bat).. Off.
6. Cabin Heat and Air .....Off (except overhead vents).
7. Airspeed ..... 100 KIAS. (If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture).
8. Forced Landing ..... Execute. Refer to Emergency Landing Without Power.

Electrical Fire in Flight

1. Stby Batt Switch ..... Off.
2. Master Switch (Alt & Bat).. Off.
3.Vents/Cabin Air/Heat ... Closed.
4. Fire Extinguisher ..... Activate.
5. Avionics Switch (Bus 1 & 2) .Off.
6. All Other Switches (except magnetos switch) .....Off.

Warning
After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

7. Vents/Cabin Air/Heat.....Open when it is ascertained that fire is completely extinguished.
If fire has been extinguished and electrical power is necessary for continued flight to nearest suitable airport or landing area.
8. Circuit Breaker.. Check for Open circuit(s), do not reset.
9. Master Switch (Alt & Bat)..... On.
10. Avionics Switch (Bus 1) ..... On.
11. Avionics Switch (Bus 2) ..... On.

Cabin Fire

1. Stby Batt Switch ..... Off.
2. Master Switch (Alt & Bat).. Off.
3. Vents/Cabin Air/Heat ... Closed (to avoid drafts).
4. Fire Extinguisher ..... Activate.

See Warning Under Electrical Fire in Flight.

5. Vents/Cabin Air/Heat ..... Open when it is sure that fire is completely extinguished.
6. Land the airplane as soon as possible to inspect for damage.

Wing Fire

1. Land &Taxi Light Switches .. Off.
2. Nav Light Switch..... Off.
3. Anti-collision Strobe Light Switch Off.
4. Pitot Heat Switch ..... Off.

Note
Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

High Main Battery Charge Current (M Bat Amps More Than 40)

1. Master Switch (ALT) ..... Off.
2. Nonessential Elect. Equip.... Off.
3. Avionics Switch (Bus 1&2)... Off.
4. Flight.....Terminate as soon as practical.

Air Data System Failure

Red X – PFD Airspeed Indicator

1. ADC/AHRS Circuit Breakers Check In (ESS Bus and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Airspeed Indicator. Use for airspeed information.

Red X – PFD Altitude Indicator

1. ADC/AHRS Circuit Breakers… Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Altimeter ..... Check current barometric pressure Set. Use for Altitude Information.

Attitude And Heading Reference System (AHRS) Failure

Red X – PFD Attitude Indicator

1. ADC/AHRS Circuit Breakers… Check In (ESS BUS and AVN Bus 1).). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude Indicator ... Use for attitude information.

Red X – Horizontal Situation Indicator (HSI)

1. ADC/AHRS Circuit Breakers… Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Non-Stabilized Magnetic Compass ..... Use for heading information.

Display Cooling Advisory

PFD1 Cooling or MFD1 Cooling Annunciator(s)
1. Cabin Heat .....Reduce to min.
2. Forward Avionics Fan .....Check (feel for airflow from screen on glareshield).
If Forward Avionics Fan Has Failed
3. Stby Batt Switch.....Off (unless needed for emergency power).
If PFD1 Cooling or MFD1 Cooling Annunciator Does Not Go Off Within 3 Minutes Or If Both PFD1 Cooling And MFD1 Cooling Annunciators Come On
3. Stby Batt Switch..... Off (Land as soon as practical).

Vacuum System Failure

Low Vacuum Annunciator Comes On

Caution
If Vacuum Pointer Is Out Of The Green ARC During Flight Or The Gyro Flag Is Shown On The Standby Attitude Indicator, The Standby Attitude indicator Must Not Be Used For Attitude Information.

1. Vacuum Indicator (VAC)… Check EIS System page to make sure vacuum pointer is in the green arc limits.

For all other Emergency/Abnormal Procedures. See the POH – Section 3.

I certify this checklist has been coordinated for accuracy.

//s// Col. Dalton Smith **01/20/2006**

Wing Director of Maintenance **Date:**